



CONGRESSWOMAN

**ANN McLANE KUSTER**

*Proudly Serving New Hampshire's 2<sup>ND</sup> District*

# Northeast Passenger Rail Summit

Nashua City Hall  
October 19, 2015



# PASSENGER RAIL IN NEW HAMPSHIRE





**LEGEND**

- Awarded High Speed & Intercity Passenger Rail (HSIPR) Projects (ARRA)
- FY2010 HSIPR Applications for Final Design and Construction
- FY2010 HSIPR Applications for Preliminary Engineering and NEPA
- Corridor Planning Studies
- Tiger Project
- Further Rail Projects of Regional Significance
- Designated High Speed Rail Corridors
- Existing Amtrak Service
- Other Rail Lines

October 15, 2010

October 15, 2010





# A NETWORK OF RAIL

- Downeaster
- NH Capitol Corridor
- Vermonter/Knowledge Corridor





# DOWNEASTER

- Provides daily service connecting Brunswick, Maine and Boston
- More than 1/3 of annual riders come from NH stations
- 560,000 riders per year
- 200,000 riders between Exeter, Dover and Durham





# VERMONT/KNOWLEDGE CORRIDOR

- Provides daily service between St. Albans, Vermont and Washington, D.C.
- Stops twice daily in Claremont, NH
- Examining improvements to the service through the New England Inter City Rail Initiative



Tom Hildreth Photography



# REGIONAL CONNECTIVITY

The purpose of the Northern New England Intercity Rail Initiative (NNEIRI) Study is to explore the feasibility of improving intercity rail services along the 470-mile Corridor that connects destinations in:

- Massachusetts
- Vermont
- Connecticut
- New Hampshire
- New York
- Quebec





# REGIONAL CONNECTIVITY

- The NNEIRI Corridor includes two overlapping routes:
  - **Boston-to-Montreal Route**
    - Boston, MA to Montreal, QC
    - Montreal to New Haven, CT with connections to NYC
  - **Inland Route**
    - Boston to New Haven with connecting services to NYC

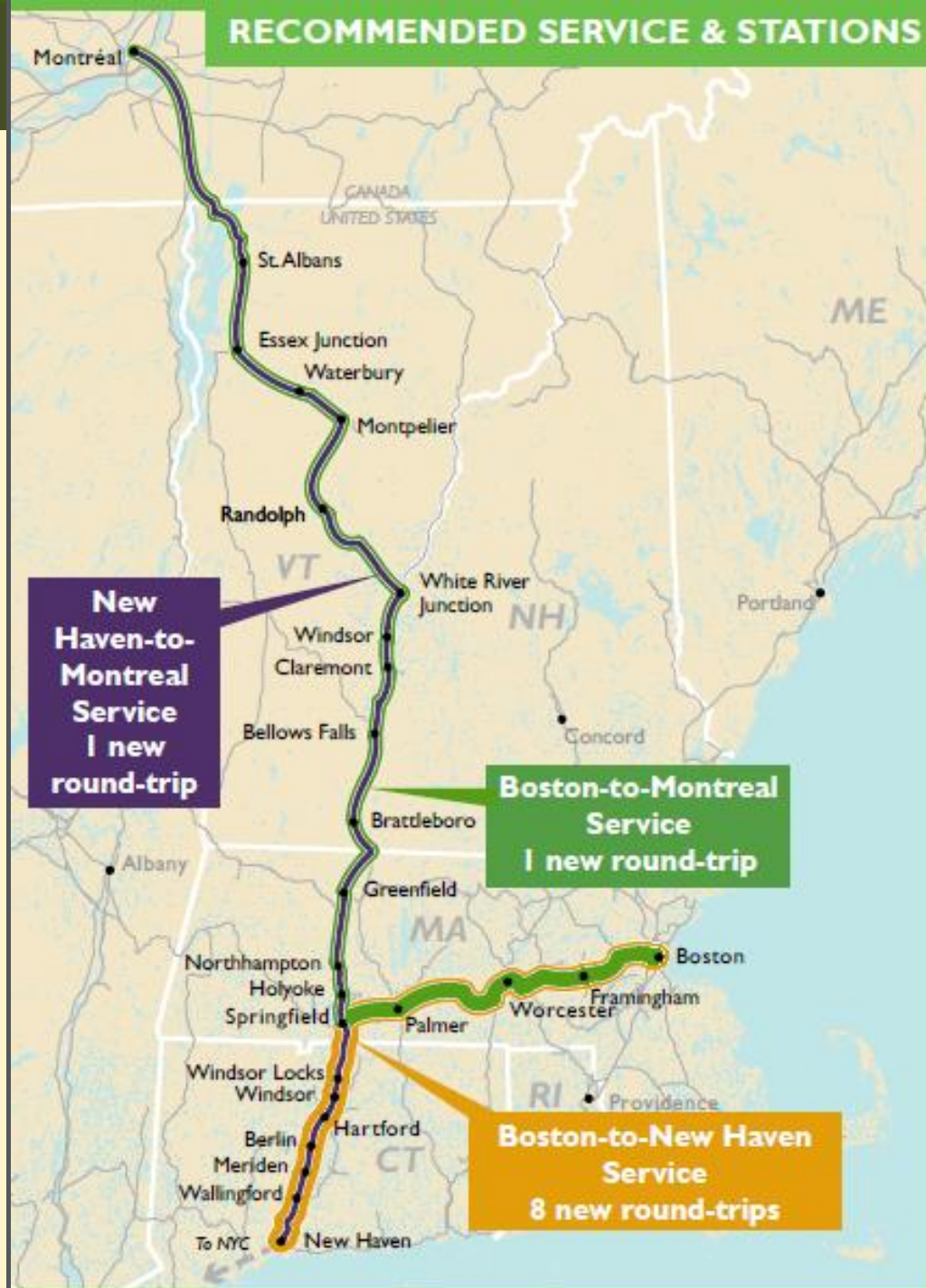




# REGIONAL CONNECTIVITY

## Additional Services:

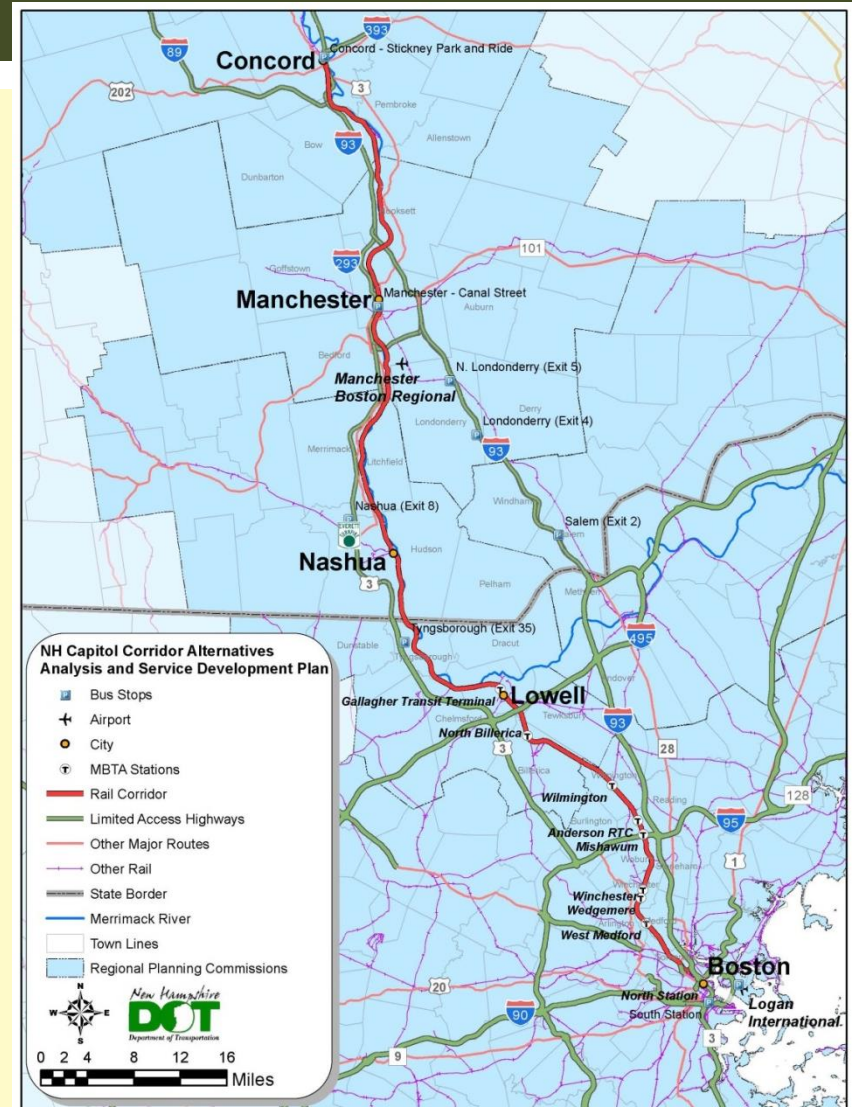
- **New Haven-to-Montreal Service** -  
- 1 Daily Roundtrip. Travel time is 8 hours 40 minutes.
- **Boston-to-Montreal Service**  
- 1 Daily Roundtrip. Travel time is 8 hours 10 minutes.
- **Boston-to-New Haven Service**  
- 8 Daily Roundtrips. Travel time is 3 hour 40 minutes





# NH'S CAPITOL CORRIDOR

- Busiest NH corridor, high congested with 165,000 daily vehicles
- Only corridor in US with 500,000 residents not served by rail
- Quality of life concerns, lack of productivity





# OVERCOMING CHALLENGES

- NH working age population will decrease 7.3% in next 20 years
- Percentage of population 65+ to double in every NH county
- Lack of in-migration negatively impacting employers
- NH ranked “worst state for young adults”



# COMPARATIVE ANALYSIS STUDY

NH Capitol Corridor Rail and Transit Study														
Alternative	New NH Transit Passenger Trips	Economic Benefits - Residential Units	Economic Benefits - Jobs	Total Capital Cost (In Millions, 2014\$)	NH Costs after Federal Grants and MA Contribution	Annual Operating Cost (In Millions, 2012\$)	Net Operating Cost (In Millions, 2012\$)	Annual NH Debt Service (20 Year Bond)	Annual NH Total Cost (Debt Service and Operating Deficit)	Annual NH Cost per New Rider	Ridership New Riders	Cost Capital/O&M	Land Use	Economic Development
No Build	0	0	0	\$0	\$0	\$6	\$1	\$0	\$1	\$0				
Manchester Regional Commuter Rail	2,568	3,600	5,600	\$246	\$72	\$11	\$1	\$6	\$7	\$10				
Nashua Minimum Commuter Rail	670	1,100	2,500	\$120	\$39	\$4	\$1	\$3	\$4	\$22				
Intercity 8	946	1,600	2,400	\$256	\$128	\$8	\$5	\$10	\$15	\$61				
Expanded Base	338	0	0	\$10	\$10	\$3	\$2	\$1	\$3	\$32				
Bus on Shoulder	48	0	0	\$7	\$1	\$0	\$0	\$1	\$1	\$68				
Expanded Bus on Shoulder	374	0	0	\$17	\$17	\$3	\$2	\$2	\$4	\$37				





# INVESTMENT

## Manchester Commuter Rail Alternative

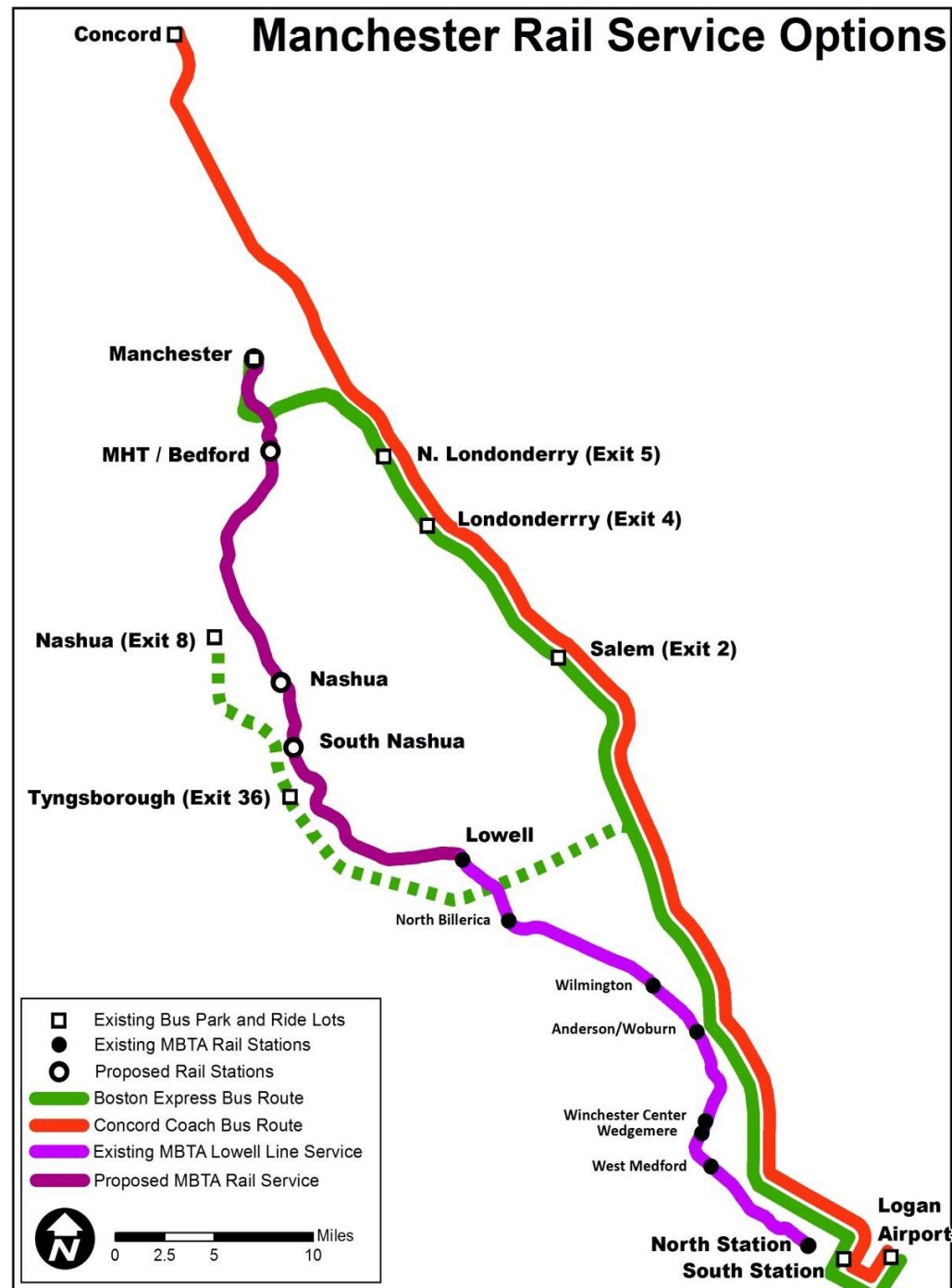
Projected Investment (millions)	Amount
Total capital investment	\$246
NH capital investment	\$72
Annual operating cost	\$11



# GREATEST ECON IMPACT

## Station locations:

- South Nashua – Pheasant Lane Mall or Spit Brook Rd.
- Nashua – Crown St.
- Bedford – MHT Airport
- Manchester – Granite St.





# RIDERSHIP

## **Manchester Regional Option**

- Min 2,568 total boardings per weekday
- Yearly total of 667,680 riders
- Manchester - Boston
  - 16 trains to Manchester/MHT
  - 34 trains to Nashua



# ECONOMIC IMPACT

## Jobs

- 3,630 construction jobs
  - 230 rail line + 3,400 to build real estate (next slide)
- 5,600 permanent jobs
  - Supporting 3,600 residential units
- 1,700 new jobs created every year beginning in 2030



# ECONOMIC IMPACT

## **Commercial & residential development potential**

- **1.9 million** total commercial s/f generated
- **3,600 residential units** to support new workers
- Real estate development would add **\$1.2 billion** to the state's output (Gross Regional Product) between **2021 and 2030**
- Reinvested resident earnings would add **\$220 million** to the economy **per year** beyond 2030.



# FUNDING OPTIONS

Funding Source	Feasibility	Yield	Annual Estimate (In Millions)	Comments
NH State Capital Program	High	High	\$10.0	7.6% of 2014 debt payment (principal + interest)
NH Parking Fees	High	Low	\$0.7	Based on \$4.00 per day parking fee
Vehicle Registration Fees	Medium	High	\$5.9	\$5.00 fee on passenger vehicles and trucks statewide
Municipal Contribution	Medium	Medium	\$1.0-3.0	\$1 million/city with new stations; city discretion regarding source
Regional Greenhouse Gas Initiative (RGGI)	Medium	Low	\$0.5	Based on historical awards
Property Tax	Low	High	\$15.7	0.1 million applied statewide
Lottery Revenues	Low	Medium	\$3.7	5% of net proceeds
Passenger Facility Charges	Low	Medium	\$1.0	½ of \$1.50 passenger facility Charge (PFC) increase beginning in 2016.
Value Capture	Low	Low	--	Need more study to estimate



# MAKING PROGRESS

## Senate Bill 63 - reorganized NHRTA's structure

- Increases efficiency; reduces bureaucracy
- Increases likelihood of obtaining federal funding
- NHRTA now consists of a 9-member board of directors and an advisory board





# MAKING PROGRESS

**Senate Bill 88 - created legislative study commission to look at public-private partnerships for funding intermodal infrastructure projects.**

- **Committee to identify potential revenue sources**
- **A public-private partnership could help shift the burden from the state**
- **Legislative committee has already begun studying these types of partnerships, which have recently become more popular nationally.**



# WHAT'S NEXT?

## Secure \$4 million for NHCC Project Development

- Detailed financial plan
- Preliminary engineering
- Environmental permitting
- Preparation of funding applications for Federal Transit Administration and Federal Rail Administration.



# THANK YOU

[www.NHRTA.org](http://www.NHRTA.org)

[www.nh.gov/dot](http://www.nh.gov/dot)



# Vermont's Passenger Rail Priorities

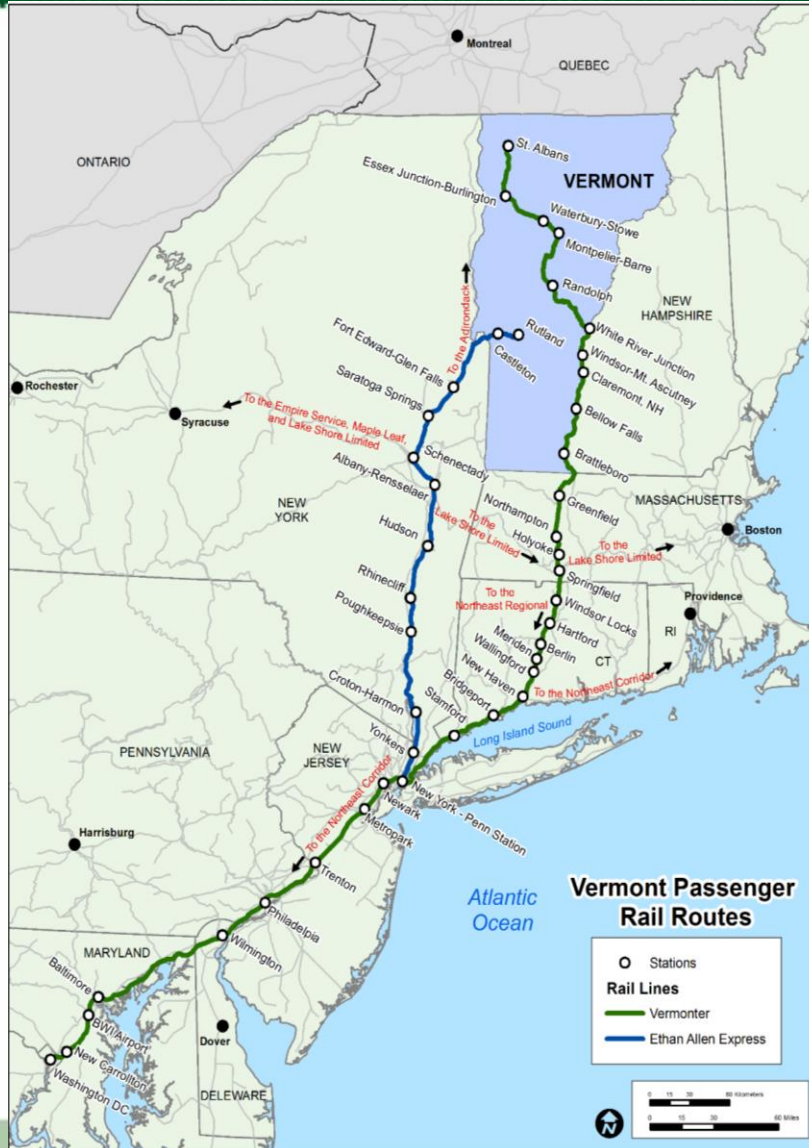


Michele Boomhower, Director  
Policy, Planning & Intermodal Division  
Vermont Agency of Transportation

October 19, 2015



# Vermont's Passenger Rail Priorities



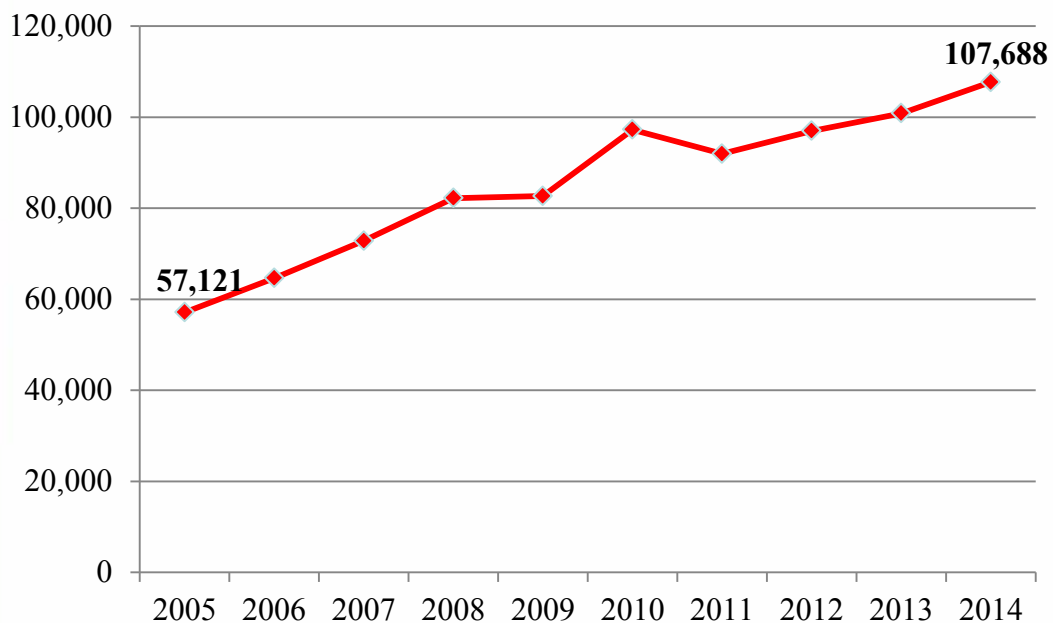
- Current services include 1 daily return trip along the Vermonter (St. Albans to Washington) & Ethan Allen Express (Rutland to NYC)
- Vermont's share supported with an annual \$8 million state appropriation



# Vermont's Passenger Rail Priorities

## The Impact of Recent Investments

**Rail Ridership at Vermont Stations, 2005-2014**



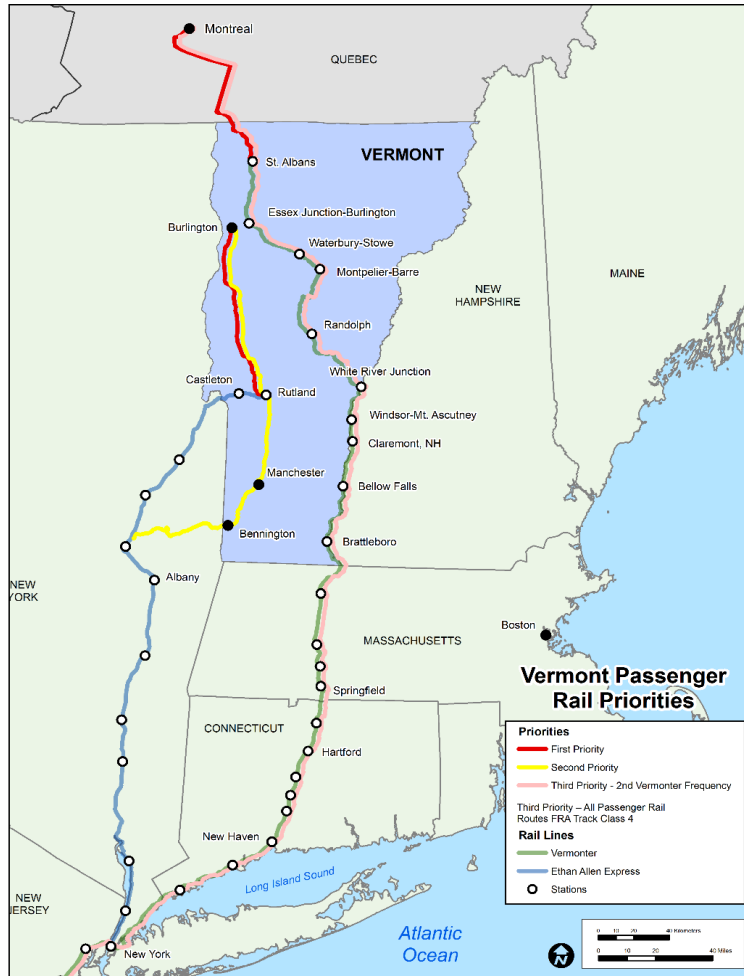
### Capital Investments since 2005:

- \$50 million in federal earmarks
- \$52 million in High-Speed Rail grants
- \$16 million in TIGER grants
- \$20 million in private railroad funds
- \$20 million in state funds



# Vermont's Passenger Rail Priorities

## Priorities Moving Forward

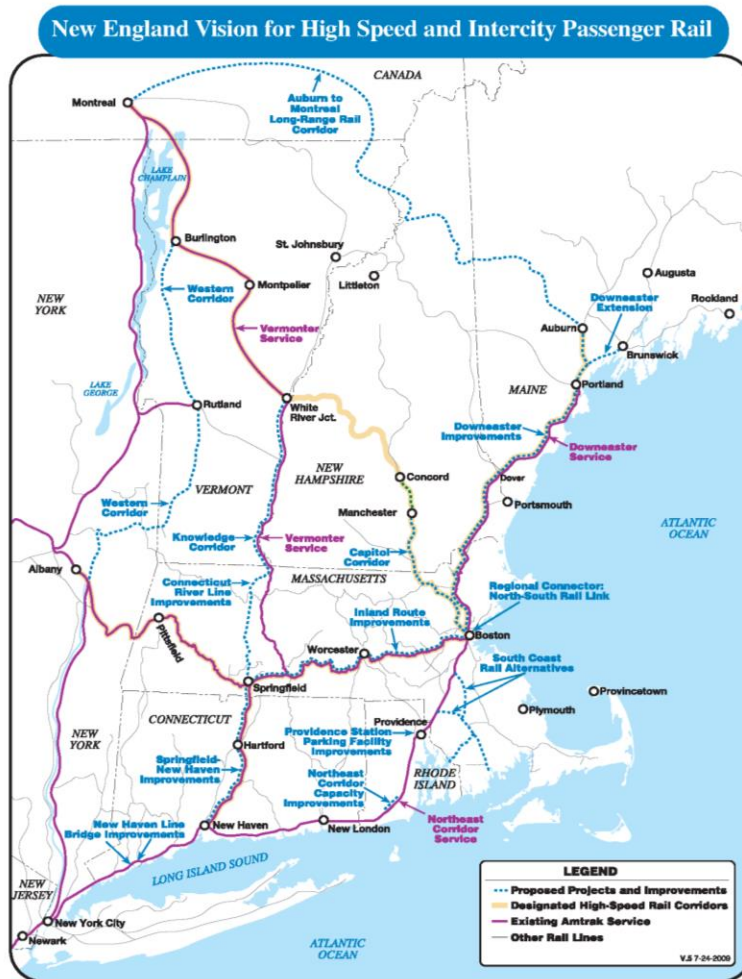


1. Extending the Vermonter to Montreal, and the Ethan Allen Express to Burlington
2. Adding new service along Vermont's western corridor
3. Adding an additional frequency along the Vermonter route
4. Increasing all passenger rail lines to class 4 - 79MPH



# Vermont's Passenger Rail Priorities

## How Vermont's Priorities Tie Into the Regional Vision



- New England rail compact lays the vision for passenger rail.
- Planned improvements fully integrate New England's passenger rail systems.
- Extension of Vermonter to Montreal provides New England-wide access to the Montreal market



# Vermont's Passenger Rail Priorities

## Challenges Moving Forward

- The lack of dedicated federal rail funding.
  - No significant capital funding since ARRA
  - Lack of flexibility on using federal Highway Trust Fund (CMAQ/FTA) to operate intercity passenger rail
- Passenger Rail Infrastructure & Investment Act (PRIIA) Section 209-
  - Shifted all operating costs for non-NEC services (< 750 miles) to States, dramatically increasing rail budgets





# Vermont's Passenger Rail Priorities

**Questions / Comments?**





# Rail in Massachusetts





# Features of Massachusetts Rail System

- Diversity of railroad ownership and operations
  - 1,183 route miles of railroad in Massachusetts – 638 public ownership, 512 private ownership
    - Public – MBTA, MassDOT = 625 miles
    - Private – CSX, Pan Am/Pan Am Southern = 354 miles
    - Regional and short line operators = 158 miles
- Commuter and Intercity Passenger Operations
  - The MBTA's commuter rail network is comprised of 14 lines, five north of Boston, and nine south and west of Boston. The average daily weekday ridership of approximately 129,800 passengers makes the MBTA system the sixth largest in the United States.
  - Amtrak is the national intercity passenger railroad that serves five different routes in Massachusetts: the Northeast Corridor Service, Downeaster, Vermonter, Springfield Shuttles and Lake Shore Limited. Of the 60 trains each day that Amtrak runs in New England, all but two operate in Massachusetts.





# Massachusetts State Rail Plan 2010 and 2015

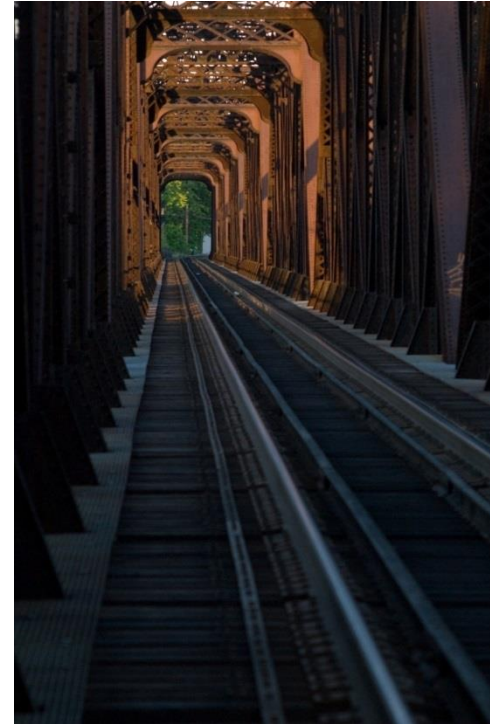
- To establish Commonwealth vision for freight and passenger rail transportation, including MBTA Commuter Rail.
- To establish policies, priorities, and strategies that enhance rail transportation for the benefit of the public.
- To serve as the basis for federal- and state-funded rail investments in the Commonwealth.
- To establish mechanisms for coordination with the federal government, other states, and private entities.





# Major Economic & Freight Trends

- Value of manufactured goods is increasing – shift to high-value, low-weight products.
- Freight volumes are projected to increase 70% by 2030.
- Freight loads and facilities are getting larger.
- Large-scale distribution activities are increasingly expanding beyond the Boston metropolitan area.
- The majority of freight will continue to be shipped by truck.





# Knowledge Corridor Project

- 49.3 miles of track In Connecticut River Valley (Springfield to East Northfield) upgraded by MassDOT for intercity passenger use
- Purchased by MassDOT from Pan Am in 2015 to assure continued access and maintenance to passenger standard
- Provides more direct route for Amtrak Vermonter Service (WashDC/NYC to VT via Springfield, MA)
- Connects to other passenger rail improvements in MA, VT and CT
  - Springfield Union Station as multi-modal hub
  - VT rehabilitation of line from MA to St. Albans
  - CT restoration of double track between New Haven and Hartford





# What it took

- \$83 m in Federal funds and \$48 m in state bond funds
- Mass Works grant for Holyoke Station
- Tri-state agreement on support for Vermonter service linking CT, MA, VT; one train a day each way subsidized by host states (including MA) per Federal Passenger Rail Act of 2008
- Construction managed by MBTA and conducted with Pan Am Railroad forces
- MA commitment to own and maintain tracks
- Local support to re-route Vermonter from Amherst to save 25 minutes

8 58A	8 58A	0	Dp	St. Albans, VT (Jay Peak)	○	Ar	8 57P	8 57P
9 27A	9 27A	24		<b>ESSEX JCT., VT</b> (Burlington)**	○		8 17P	8 17P
9 52A	9 52A	47		Waterbury, VT	○		7 50P	7 50P
10 05A	10 05A	56		Montpelier, VT	○		7 38P	7 38P
10 38A	10 38A	86		Randolph, VT	○		7 05P	7 05P
11 13A	11 13A	118	Dp	White River Jct., VT (Lebanon-Hanover, NH)	○	Dp	6 29P	6 29P
11 32A	11 32A	131		Windsor, VT	○		6 08P	6 08P
11 42A	11 42A	140		Claremont, NH	○		5 59P	5 59P
12 03P	12 03P	157		Bellows Falls, VT	○		5 40P	5 40P
12 34P	12 34P	181		Brattleboro, VT	○		5 10P	5 10P
1 07P	1 07P	205		Greenfield, MA- <i>NEW!</i>	○		4 27P	4 27P
1 31P	1 31P	224		Northampton, MA- <i>NEW!</i>	○		4 03P	4 03P
1 45P	1 45P	235		Holyoke, MA- <i>NEW!</i>	○		3 49P	3 49P
2 35P	2 35P	245	Ar	<b>SPRINGFIELD, MA</b>	●	Dp	3 15P	3 15P
2 50P	2 50P		Dp		●	Ar	2 58P	3 00P
3 12P	3 12P	260		Windsor Locks, CT	○		2 26P	2 29P
3 32P	3 32P	271		Hartford, CT	●		2 11P	2 13P
3 45P	3 40P	282		Berlin, CT	○		1 57P	1 59P
3 56P	3 53P	289		Meriden, CT	○		1 47P	1 49P
4 05P	4 03P	305		Wallingford, CT	○		1 38P	1 40P
4 25P	4 28P	308	Ar	New Haven, CT	●	Dp	1 23P	1 25P
4 39P	4 39P		Dp		●	Ar	1 11P	1 11P
5 01P	5 01P	321		Bridgeport, CT	○		12 46P	12 46P
5 28P	5 28P	344		Stamford, CT	○		12 18P	12 18P
6 25P	6 25P	379	Ar	<b>NEW YORK, NY</b>	●	Dp	11 30A	11 33A
6 45P	7 01P		Dp	-Penn Station	●	Ar	10 43A	11 21A





# Highlights

- Attracting 72% more passengers to Amtrak's Vermonter in 8 months since new route opened
- New stations open in Greenfield, Northampton and Holyoke; Springfield Union Station being restored separately.
- Passenger service began December 2014; all non-station work to be completed 2016





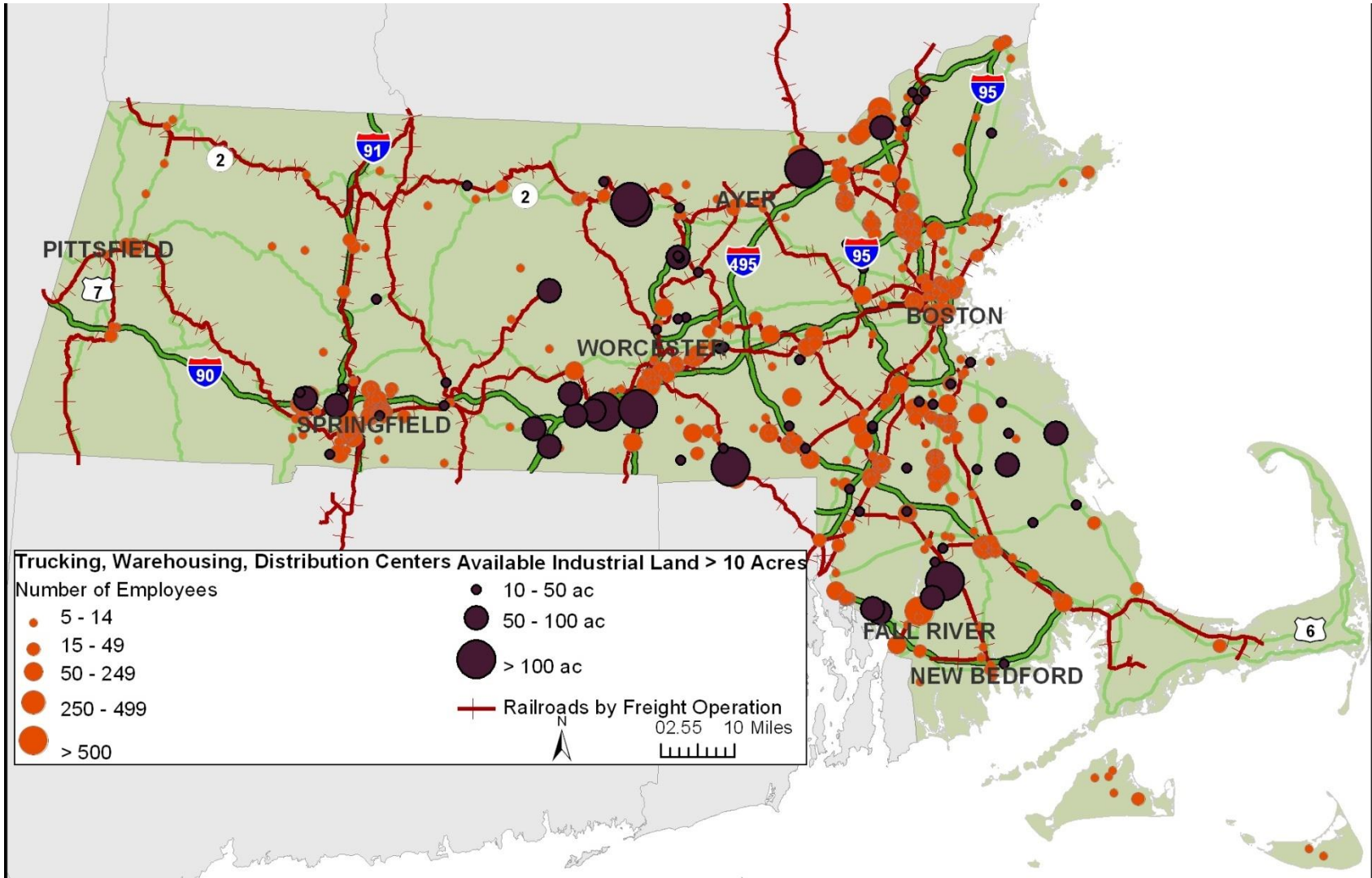
# CSX Double Stack Clearance Project

CSX Double Stack Initiative and Intermodal Investment - As an element of a larger transaction, MassDOT and CSX provided full double stack access to Massachusetts by improving the clearance on 30 bridges along the CSX line. This full double stack access provides efficiencies and cost savings in the movement of goods to and from Massachusetts that will be shared with businesses and consumers. In addition, CSX made a significant investment in intermodal facilities in Worcester, West Springfield and Westborough.





# Expansion of Large-Scale Distribution Activity is Shifting Beyond Boston Metro Area





# Thank You







# Amtrak Downeaster The Maine Connection

NH Rail Summit  
October 19, 2015







# About the Downeaster



- 5 r/t Boston- Portland
- 2 r/t Boston- Brunswick
- 143 route miles/3 states
- 79 mph maximum authorized speed
- 2 five-car and 1 four-car sets of equipment
- 11 full-time stations
- 1 seasonal stations
- 3 Host Railroads







# What Is Our Role?

## NNEPRA Mission

To develop and manage a quality passenger rail system that meets the transportation needs of our customers, delivers value and enhances economic development within the region we serve.

## NNEPRA Vision

To provide our customers with a travel experience that consistently exceeds their expectations, delivers value and benefit and contributes to a modern, integrated public transportation system.







# Partnerships

NNEPRA holds agreements with  
Operating partners  
for Downeaster service.

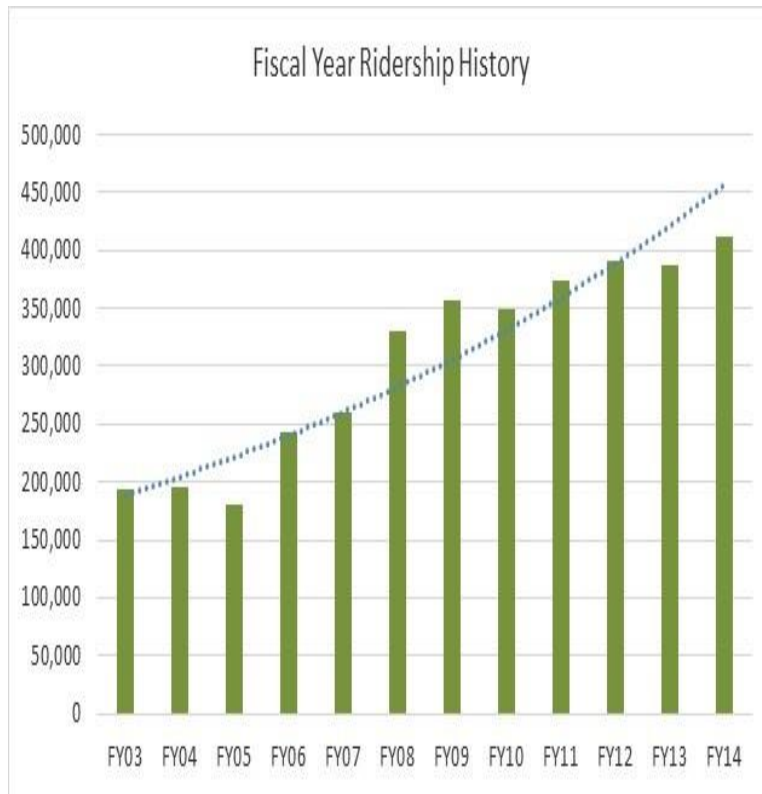
- Amtrak
- Pan Am Railways
- MBTA
- Epicurean Feast
- Station Communities







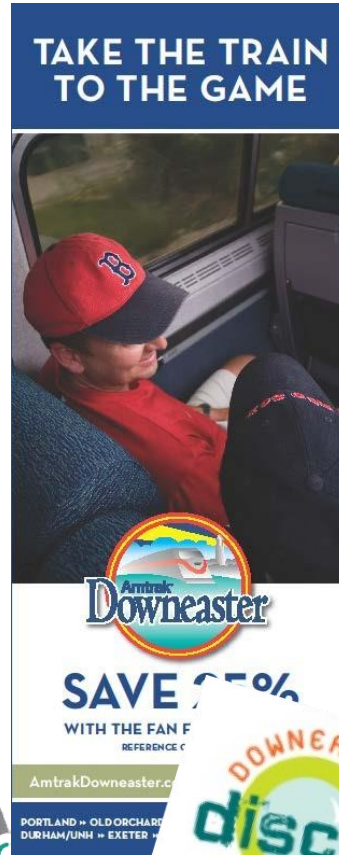
# Performance



- Ridership
- Revenue
- Customer Service







# Promotion







# Capital Investment To Date:

## \$146m in Capital Investment

- \$63 m initial start of service
- \$6 m to add 5<sup>th</sup> round trip
- \$1m Yard 8 Wye & Bridge
- \$38.3 m Brunswick Expansion
- \$2.3 m Replaced 33,000 ties







## Next Steps: Strengthening the Core



### GOALS:

- Balance the Service
- Improve Reliability
- Increase Frequency
- Support Expansion/  
Feeder Services







# Projects Underway



**\$13m BRUNSWICK LAYOVER—  
Underway**



**\$26m HAVERHILL DOUBLE  
TRACK - 2017**



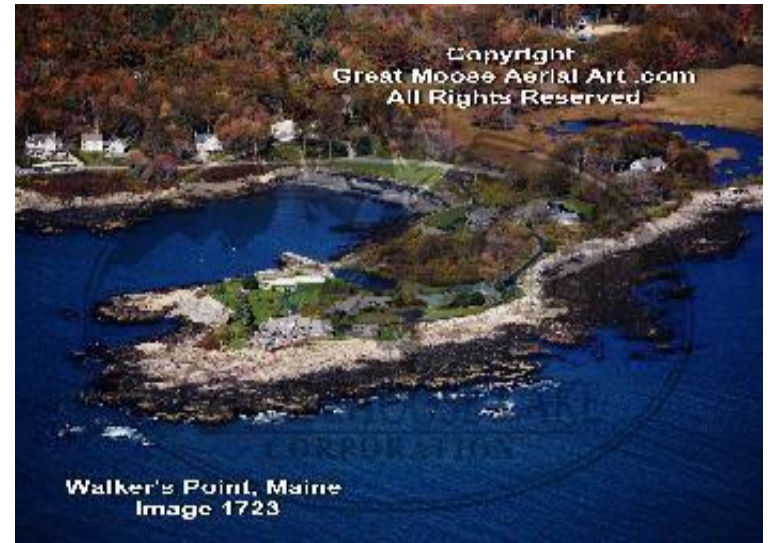




# Service Improvements Underway



**\$400k PIDS SIGNS**



**KENNEBUNK STATION  
(Seasonal)**







# Upcoming Projects



**\$2m TIES & CROSSINGS - Annual**



**\$8m ROYAL SIDING- 2017**



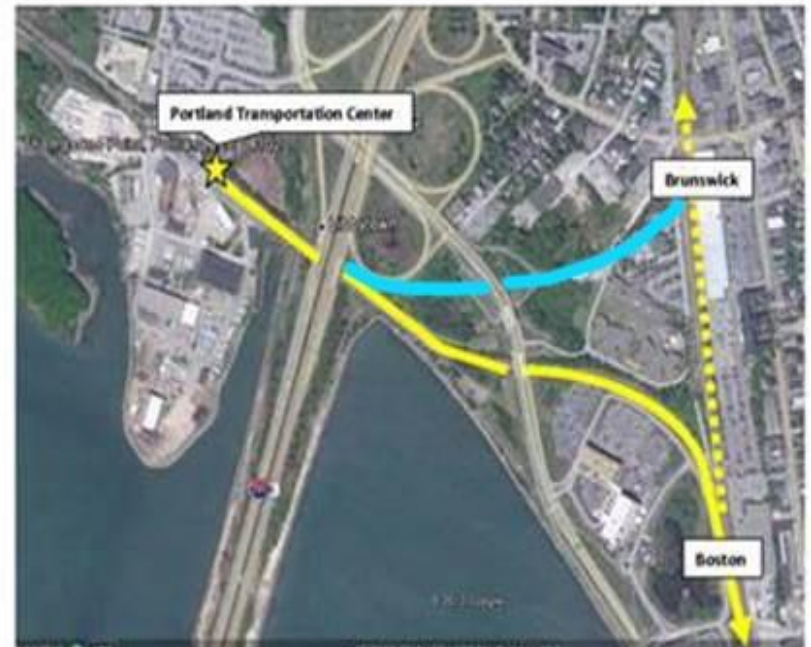




## Future Projects: Improve Portland Station



**\$8m PORTLAND CENTER PLATFORM**



**\$11m PORTLAND WYE - TBD**



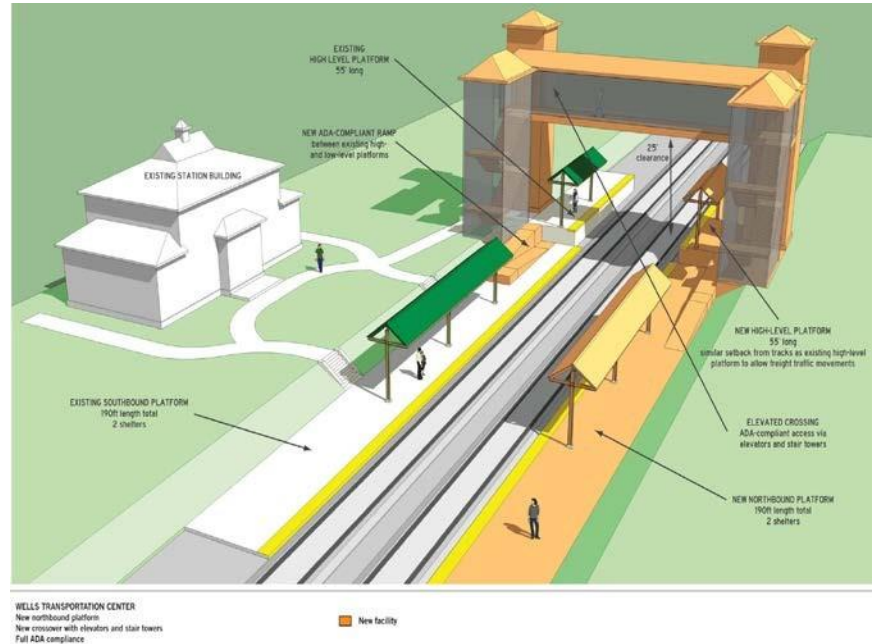




# Future Projects: Increase Capacity, Reliability & Frequency



**\$50m 24 MILES DOUBLE TRACK**



**\$12m WELLS DOUBLE PLATFORM**







# Downeaster Service Development



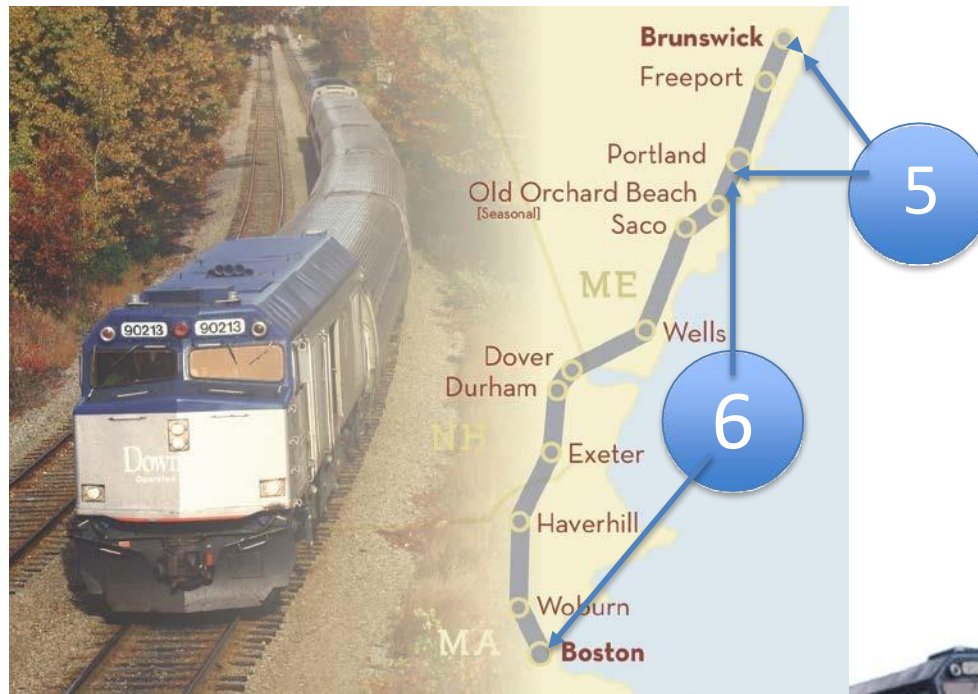




# Increased Frequency & Reliability

**6 R/T Portland-Boston in 2 hours 15 minutes.**

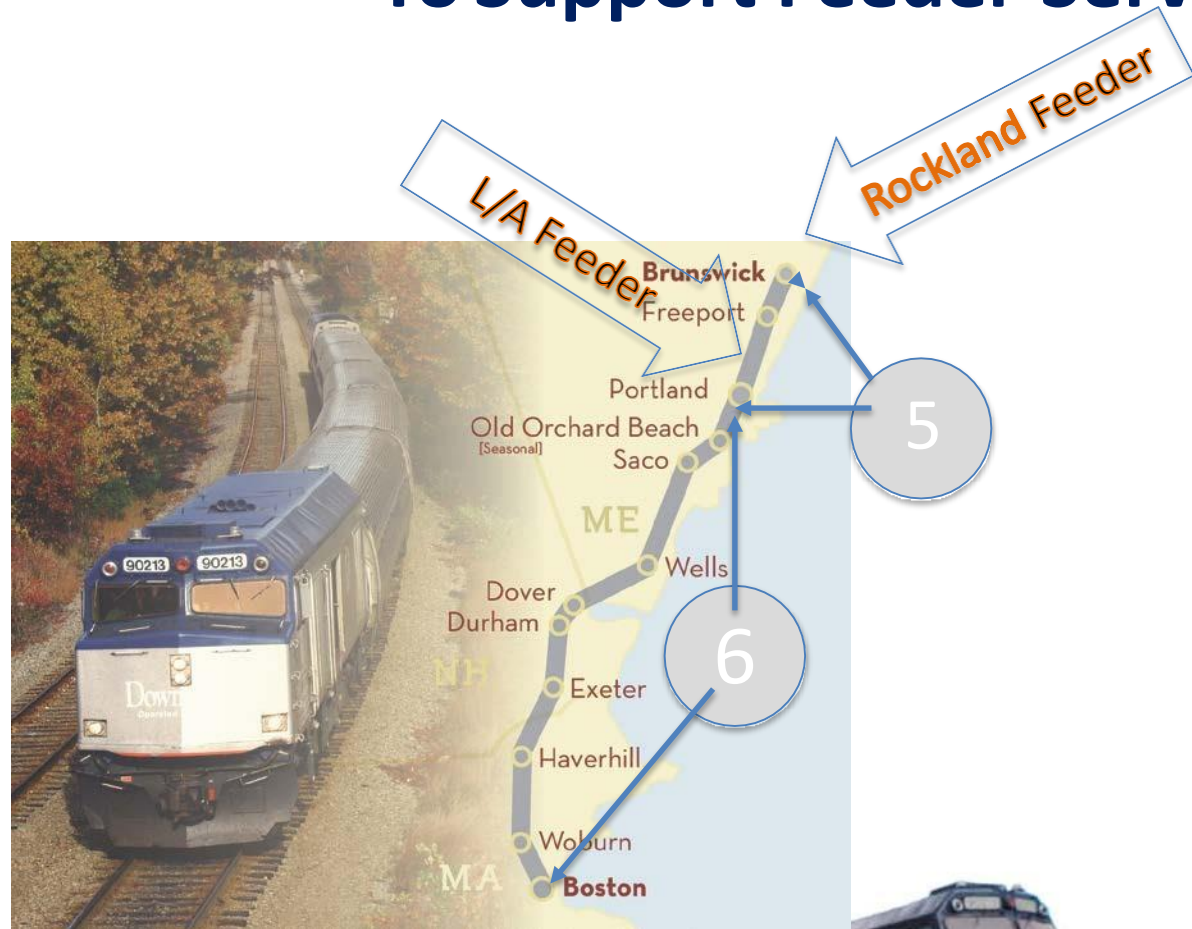
**5 R/T Portland-Brunswick in 40 minutes.**







# A Strong Core To Support Feeder Services







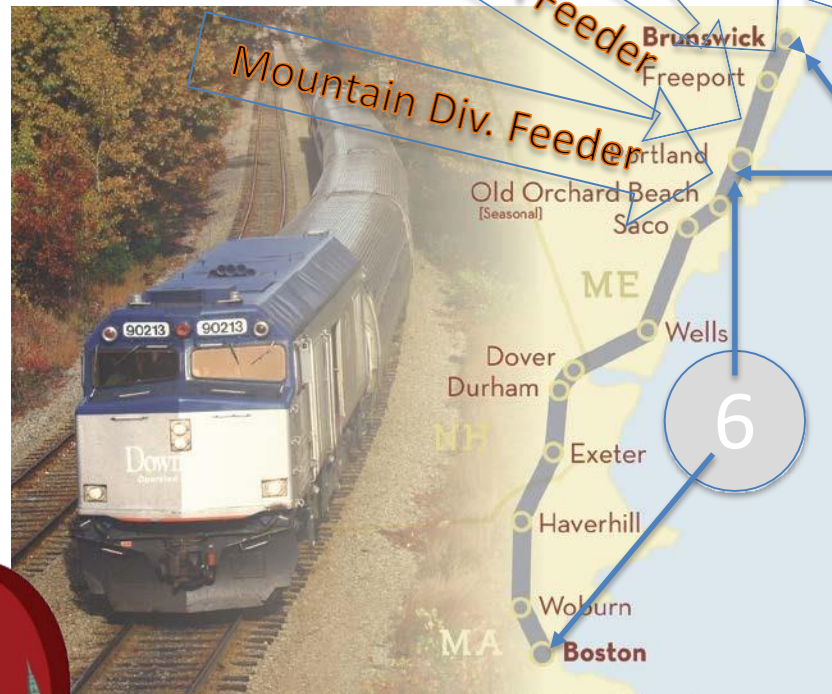
# Which Can Grow with Demand







# And the Potential to Connect Maine Key Economic Centers in the Northeast







# Question?

## Northern New England Passenger Rail Authority

Patricia Quinn – Executive Director

Office: 780-1000 x105

Cell: 252-1153

Email: [patricia@nnepra.com](mailto:patricia@nnepra.com)

[www.AmtrakDowneaster.com](http://www.AmtrakDowneaster.com)

[www.NNEPRA.com](http://www.NNEPRA.com)





# Northeast Passenger Rail Summit

MaineDOT

October 19, 2015



# MaineDOT's Vision

- Manage the System – Effectively manage Maine's existing transportation system for safety and effectiveness within reliable funding levels.
- Support Economic Opportunity – Wisely invest available resources to support economic opportunity for our customers.
- Build Trust – Demonstrate our core value of integrity, competence and service.



# Preparation for Rail

- The following is a sampling of the reports/studies that have been conducted in the last 20 years that formed and determined passenger and freight rail policy:
- Statewide Rail Passenger Service Study – Stone & Webster/Multisystems – October 1990
- Restoration of Passenger Rail Service – VHB – November 1995
- Maine Strategic Passenger Transportation Plan – Wilbur Smith – July 1997
- Bangor-Trenton Transportation Alternatives Study, Phase 1 – Systra Consulting – December 2001
- Task Force on Rail Transportation/Final Report – 120<sup>th</sup> Legislature/MaineDOT – November 2002
- Wiscasset Rail Station with Park & Ride Lot/Site Evaluation – Stafford Business Advisors – December 2002
- Cultural Resources Field Survey, Portland North Passenger Rail Service Extension – SRL & Guilford - January 2003

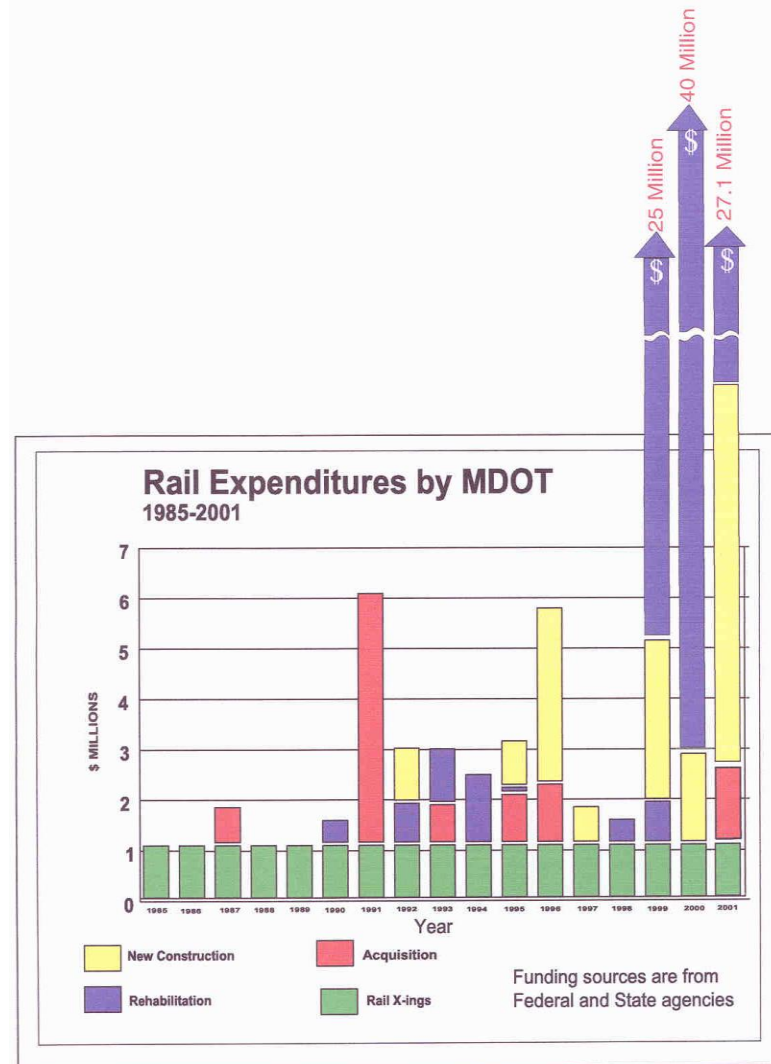


# Continued:

- Downeaster Service Strategic Planning and Analysis - KKO & VHB - November 2003
- NNEPRA Business Plan – VHB & KKO - January 2004
- Environmental Assessment for Portland North Passenger Rail Service Extension Project – MaineDOT - January 2004
- Economic Benefits of Amtrak Downeaster Service – EDRG & KKO - March 2005
- Environmental Assessment for the Auburn Intermodal Passenger Center – VHB – November 2006
- Mountain Division Rail Study – HNTB – December 2007
- Integrated Freight Rail Plan – MaineDOT - 2007
- Portland North Alternative Modes Transportation Project – AECOM - July 2011
- Portland to Lewiston/Auburn & Montreal Intercity Passenger Rail Feasibility Study – July 2011
- Maine Strategic Transit Plan 2025 – Schauer Associates – July 2015
- State of Maine Rail Plan <http://www.maine.gov/mdot/ofbs/> - August 2015



# Investment in Passenger Rail 1985 - 2001





# Investment in Passenger Rail 2001 - 2015

- Downeaster Expansion to Brunswick - \$35M
- Brunswick Layover Facility - \$12M



Success breeds. . . .



# Portland North Small Starts Study 2011

- Commuter rail or bus
- Fixed Guideway
- Portland to L/A or Brunswick



# Study Area Highway Network

I-95 Lewiston  
Auburn

I-295

New Gloucester

Bath

Gray

Brunswick

Rte 1

Freeport

I-95 Yarmouth

I-295

Falmouth  
Connector

I-95

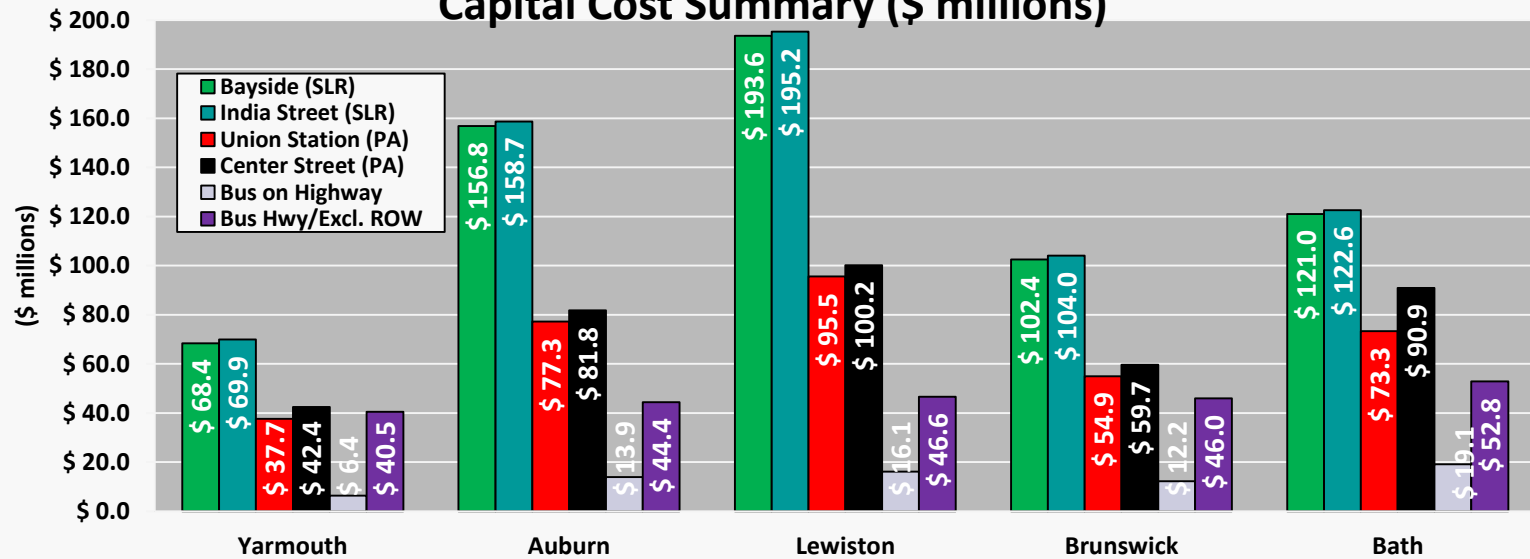
Falmouth

Portland

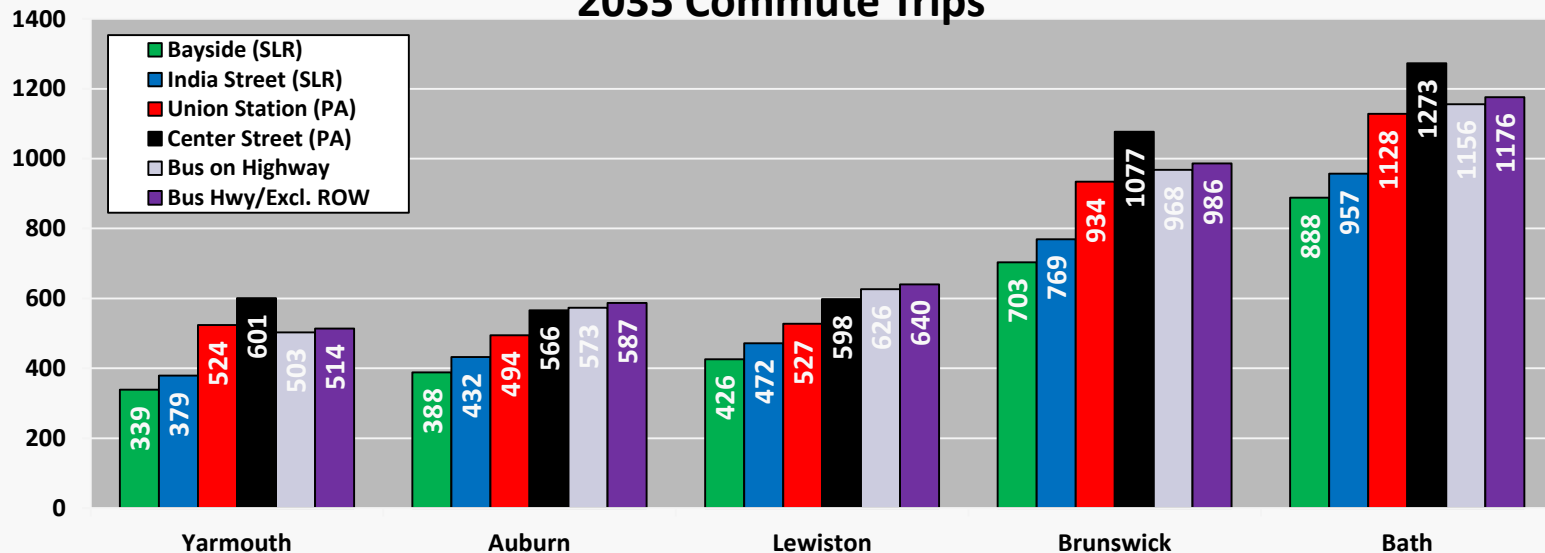




## Capital Cost Summary (\$ millions)



## 2035 Commute Trips





# Portland to Montreal Study 2011

- Intercity Service
- Connections to Portland Transportation Center /Downeaster
- Based on 2 hour service/7 RT per day
- Ridership projections



# Future Investment in Passenger Rail

## Improvements in the Core Service

- Royal Junction - \$9M: 2018 Work Plan
- Portland Transportation Center - \$15M
- Wells Platform - \$10M



# Freight Rail

- **Maine State Rail Plan**
- Prioritizes future investment in freight and passenger rail
- Passenger: Emphasis on core service before expansion
- Freight: Emphasis on critical rail bridges
  - Inspections
  - Programming Required funding



# Freight Rail

- TIGER 7 application titled the Maine Regional Railways Project.
  - The total project cost is \$37,348,516 with a 60% Federal Tiger request of \$22,409,110 matched by a 40% (\$14,539,406) in Private railroad funding, \$400K in State funding. The project will rehabilitate 384 miles of freight rail lines, modernize 3 rail yards and 3 freight rail interchanges.
- This project will :
  - -Increase system safety and reliability, increase rail velocity and improve transit times, reduce dwell time in yards and interchanges and put this part of the system in a State of good repair



# Freight Rail

- MaineDOT is undertaking an assessment of its critical rail bridges on State-owned lines to prioritize bridge repairs and upgrades to best serve the State's rail users.





# Rhode Island's Rail Future

Northeast Passenger Rail Summit

October 19, 2015 | 12:30 PM





# Why is rail critical to RI?



- Rhode Island is the second most densely populated state, yet its transit use is well below the national average.
- Over 450,000 annual commuter rail riders (#1 in MBTA system)
- Over 650,000 annual Amtrak riders (#15 in Amtrak system)
- RI suffers from high unemployment – better public transit provides better access to jobs as our economy recovers



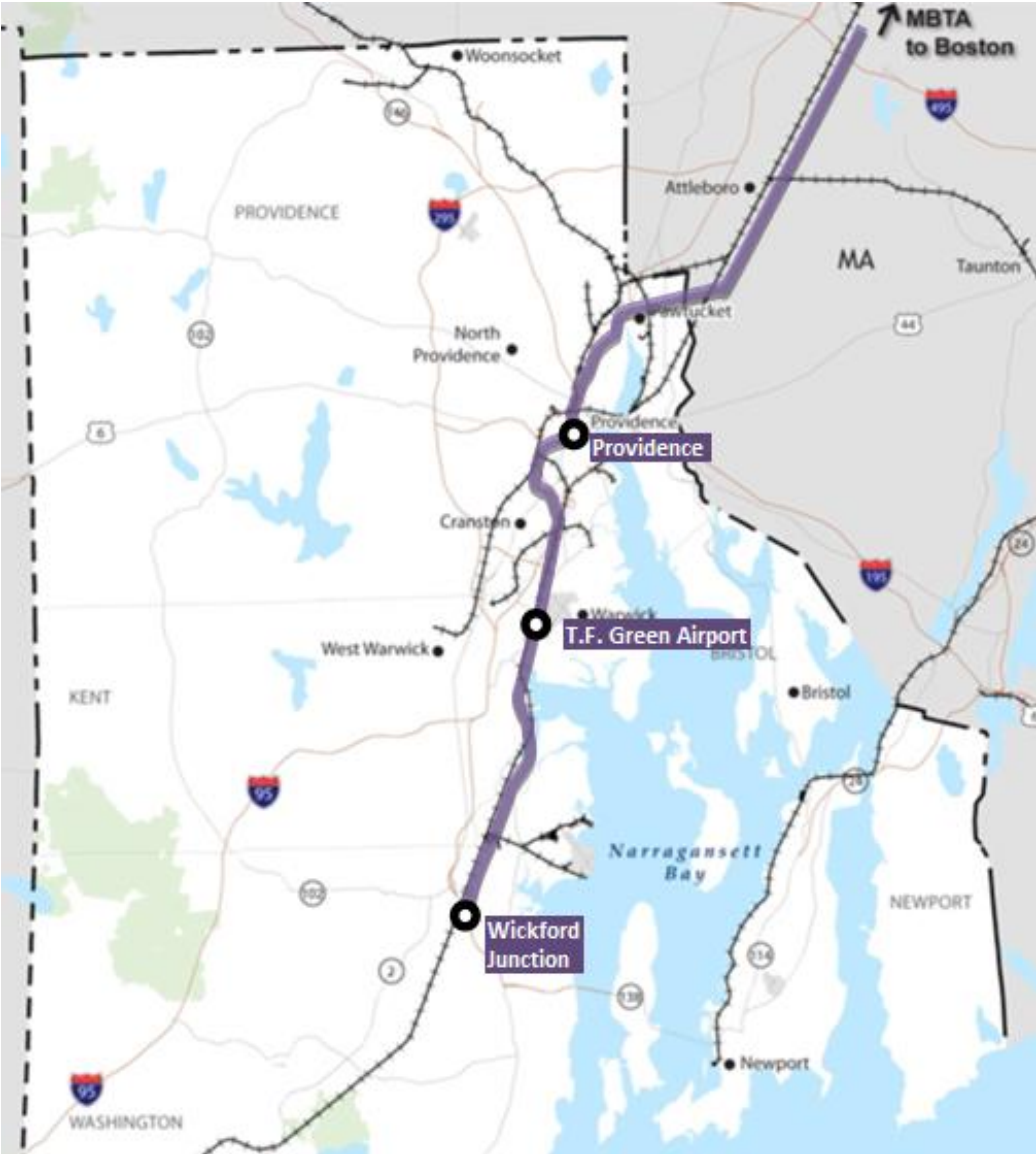
# RIDOT's Goals

- Support rail as a viable transportation alternative
- Seek opportunities to expand available service and/or physical reach
- Coordinate with intercity rail (Amtrak) and freight rail (P&W)
- Support Transit Oriented Development (TOD) and economic spin-off activity
- Promote intermodal connections





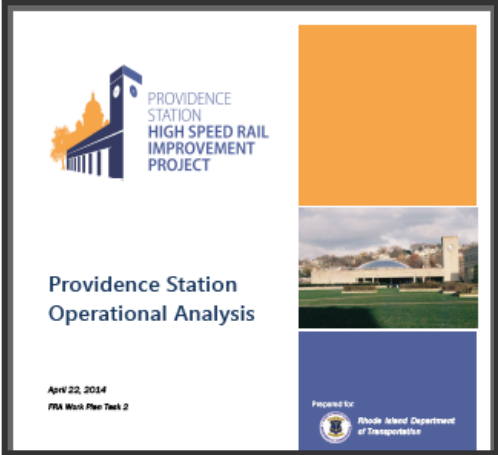
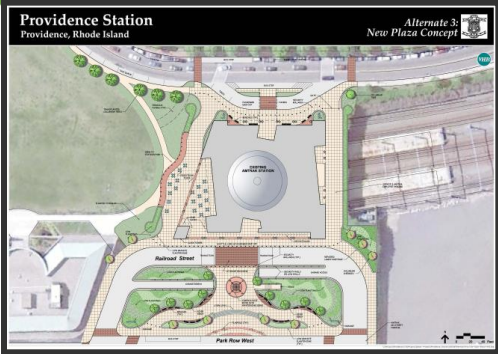
# A Brief Overview





# Ongoing Efforts

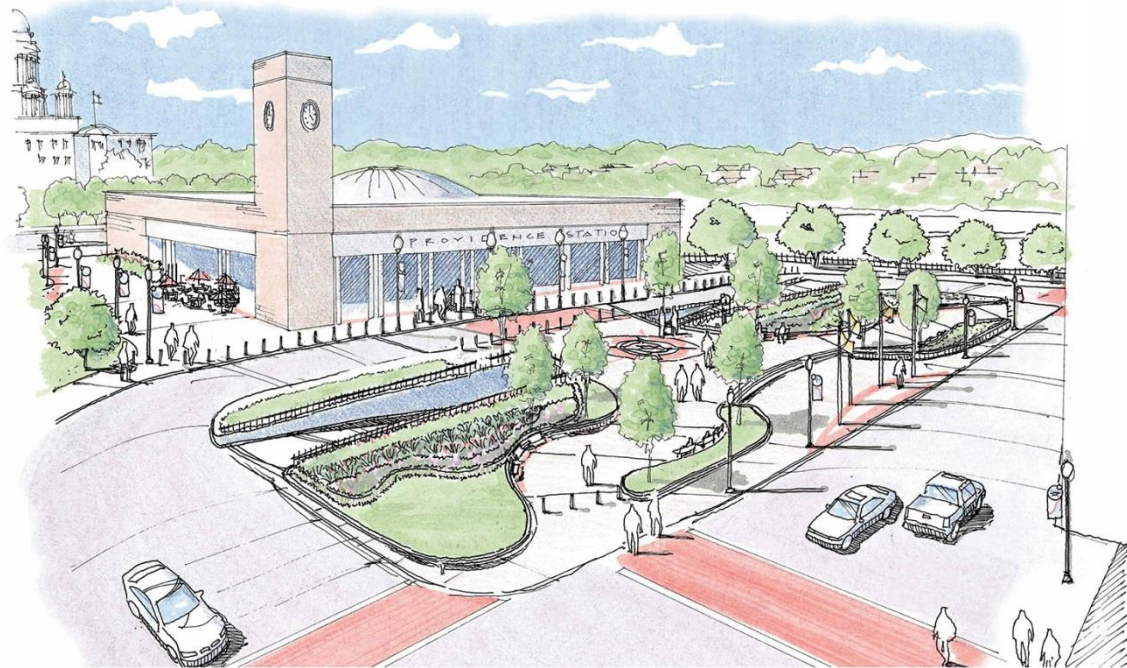
- Providence Station Improvement Project
- Transit hubs and TOD potential
- Kingston HSR Track Improvements
- Commuter rail operations and expansion





# Providence Station Improvements

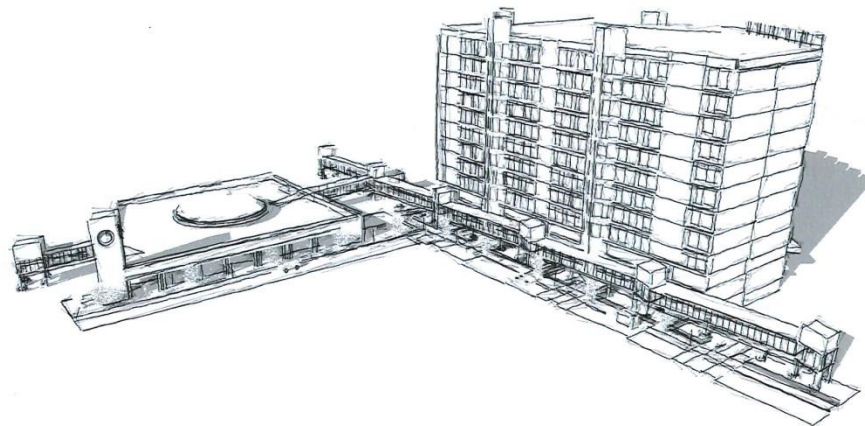
- \$6.9 million project to upgrade the southern entrance plaza (downtown side)
- Will enhance traffic circulation and create an inviting civic space
- Pedestrian improvements and repairs to damaged concrete and limestone areas
- Currently under construction, completion scheduled for 2016





# Transit Hubs and Future Development

- \$35 million in funding available to build transit infrastructure
- \$1.1 million in TIGER funding available to plan transit hubs in the Providence metro area
- Studying potential to connect Providence Station with nearby Providence Place Mall





# Air-to-Rail Connection in Warwick, R.I.

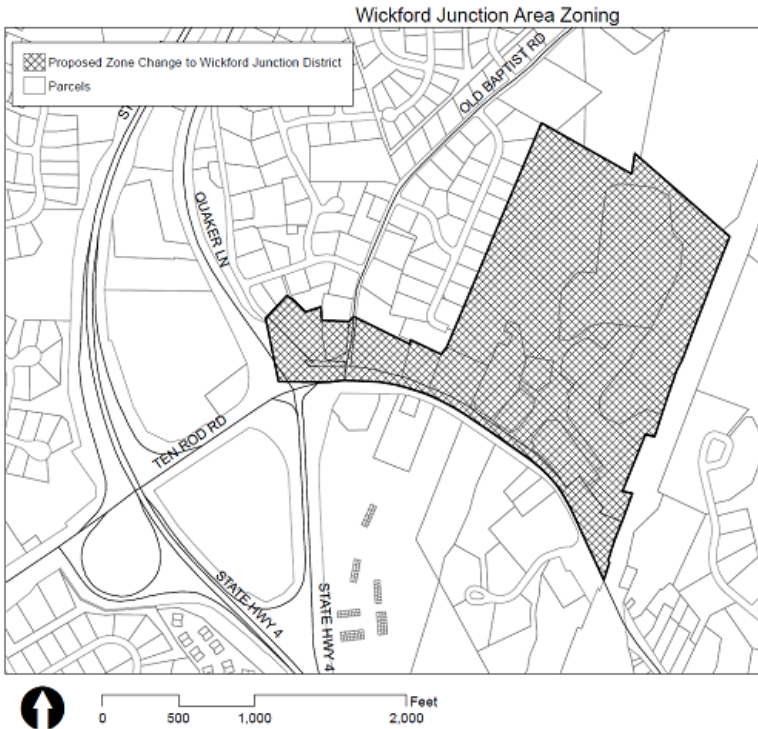
- InterLink constructed as a joint project between RIDOT and the R.I. Airport Corporation
- \$267 million project connects airport with rail, bus, taxi and rental car services on site
- Commuter rail service began December 2010 and has 20 weekday stops between Providence and Wickford Junction stations, with connecting service to Boston





# Transit Oriented Development Efforts

- City Centre Warwick
- Wickford Junction
- Proposed Pawtucket/CF Station





# Kingston Station

- \$41 million project to construct a third track at Kingston Station in South Kingstown, R.I.
- Allows Acela trains to overtake slower regional trains within the station area
- Additional capacity will allow for future expansion of commuter rail service
- Currently under construction, completion scheduled for 2017





# MBTA Service, RIDOT's Role

- MBTA's operational expenses offset by RIDOT "Capital" payments (e.g. Pawtucket Layover)
- RIDOT pays Amtrak (track owner) for access to the NEC to operate 20 miles south of Providence
- Other: marketing, Title VI, etc.



*Inspection Pit at Pawtucket Layover*



*Wickford Junction Station in North Kingstown*



# Current Initiatives for MBTA Rail Service

- Working with MBTA on improved train schedule for R.I. stations
- Potential weekend service to T.F. Green and Wickford Junction
- Use of Quonset Business Park rail facilities for rehab work on MBTA equipment



*Better airport connections*



*Boston-based  
sports events*



*Providence nightlife*



# Rail infrastructure is an important economic asset



QUONSET  
BUSINESS PARK



*MBTA coaches are modified by Seaview RR in Quonset*

- Reliable connections to Boston, New York, and Washington
- Job growth at Quonset (both rail and non-rail industries)
- Reduces burden on highway infrastructure
- Offers more environmentally-friendly transportation alternative to personal vehicles
- Helps to focus future growth with strategic land use



# Regional Challenges

- Future NEC cost allocation and capital project delivery
- Amtrak resources and ability to deliver on capital projects on the NEC with additional funds from states
- Possible new NEC alignments through Rhode Island, Connecticut and Massachusetts
- Maintaining freight rail on the NEC for access to our ports





# Thank you



**Stephen Devine**  
Chief, Intermodal Planning



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U.S. Department of Transportation  
Federal Railroad Administration

# Federal Railroad Administration

Michael Lestingi, Director of the Office  
of Policy and Planning





FEDERAL TRANSIT ADMINISTRATION

## **Northeast Passenger Rail Summit**

**October 19, 2015**



U.S. Department of Transportation  
**Federal Transit Administration**



# Capital Investment Grant Program Overview

- **Discretionary & Competitive Federal Grant Program**
  - Roughly \$2 billion appropriated each year
  - Funds light rail, heavy rail, commuter rail, streetcar, and bus rapid transit projects
- **MAP-21 outlines:**
  - Multi-year, multi-step process projects must follow to receive funds
  - Points during process when FTA must evaluate and rate projects
  - Evaluation criteria that must be used
  - 5 point scale from low to high for ratings
  - Annual Report to Congress that must include ratings for each project and the Administration's funding recommendations



# MAP-21 Eligible New Starts Projects

- Total project cost is greater than \$250M and total New Starts funding sought equals or exceeds \$75M
- New fixed guideway system (light rail, commuter rail etc.)
- Extension to existing system
- Fixed guideway BRT system





# MAP-21 Eligible Small Starts Projects

- Total project cost is less than \$250 million and total Small Starts funding sought is less than \$75 million
- New fixed guideway systems (light rail, commuter rail etc.)
- Extension to existing system
- Fixed guideway BRT system
- Corridor-based BRT system





# MAP-21 defines Bus Rapid Transit in two categories:

## **CORRIDOR-BASED**

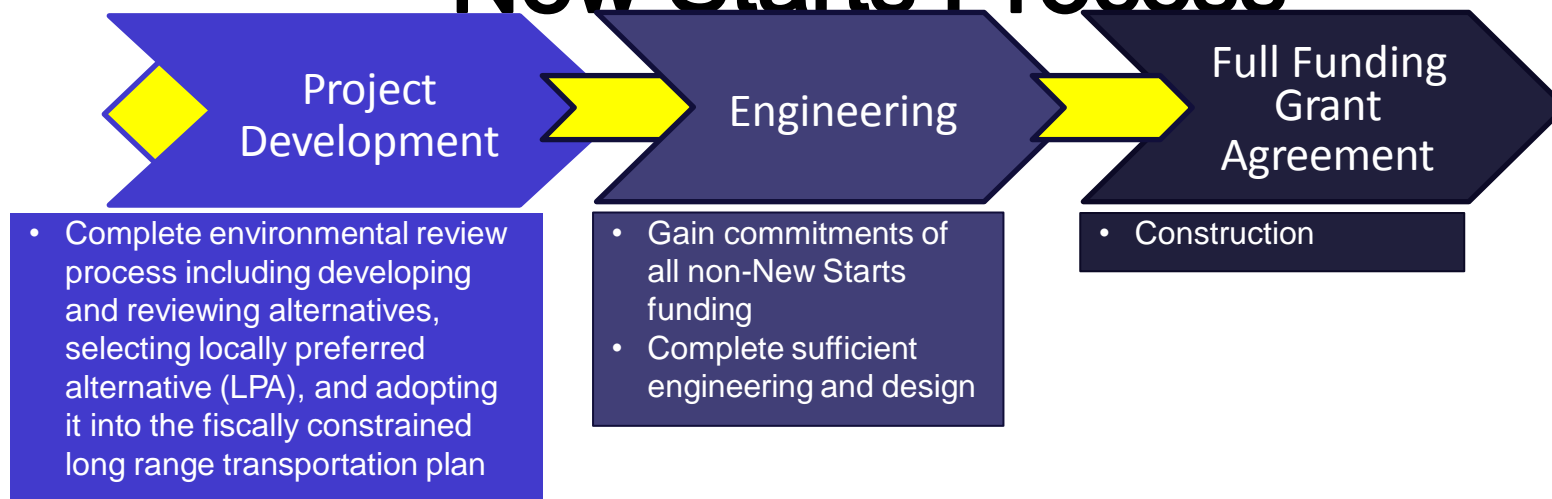
- Separated right-of-way not required for entirety of corridor
- Makes a substantial investment in a specific corridor
- Defined stations
- Traffic signal priority for buses
- Short headway times
- Bidirectional services for a substantial part of weekdays & weekend days

## **FIXED GUIDEWAY**

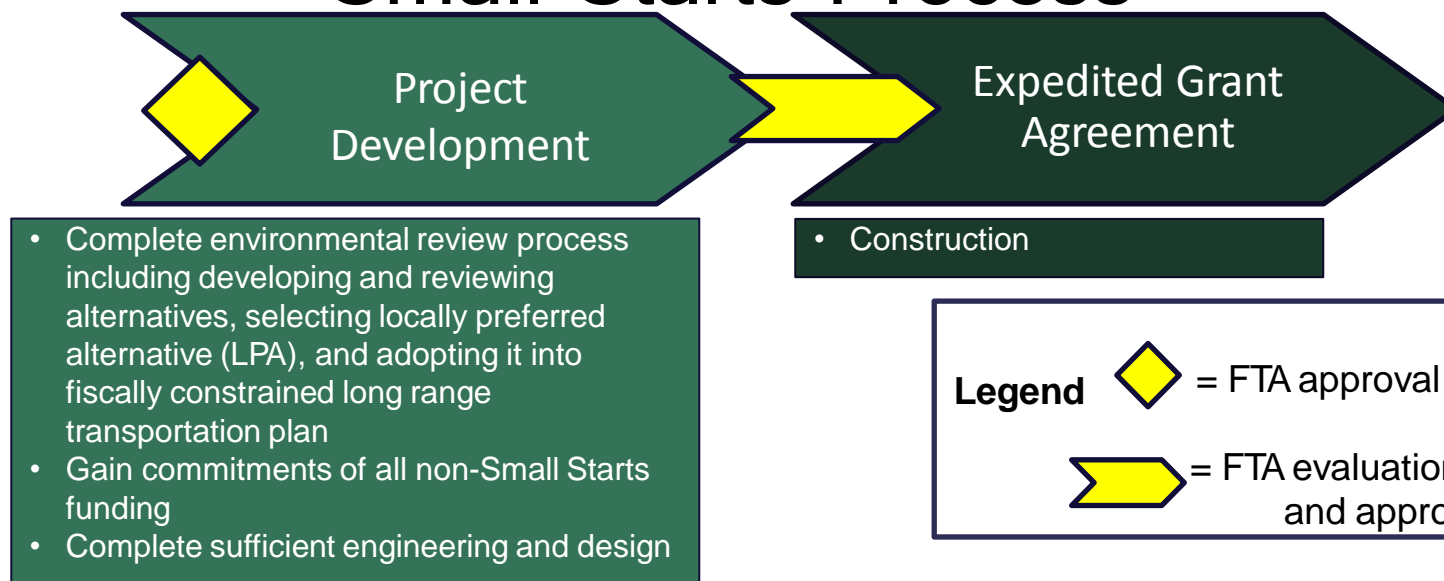
- Majority of project operates in a separated right-of-way dedicated for public transportation use
- Makes a substantial investment in a single route within a defined corridor
- Defined stations
- Traffic signal priority for buses
- Short headway times
- Bidirectional services for a substantial part of weekdays & weekend days





# New Starts Process



# Small Starts Process



**Legend**  = FTA approval  
 = FTA evaluation, rating, and approval

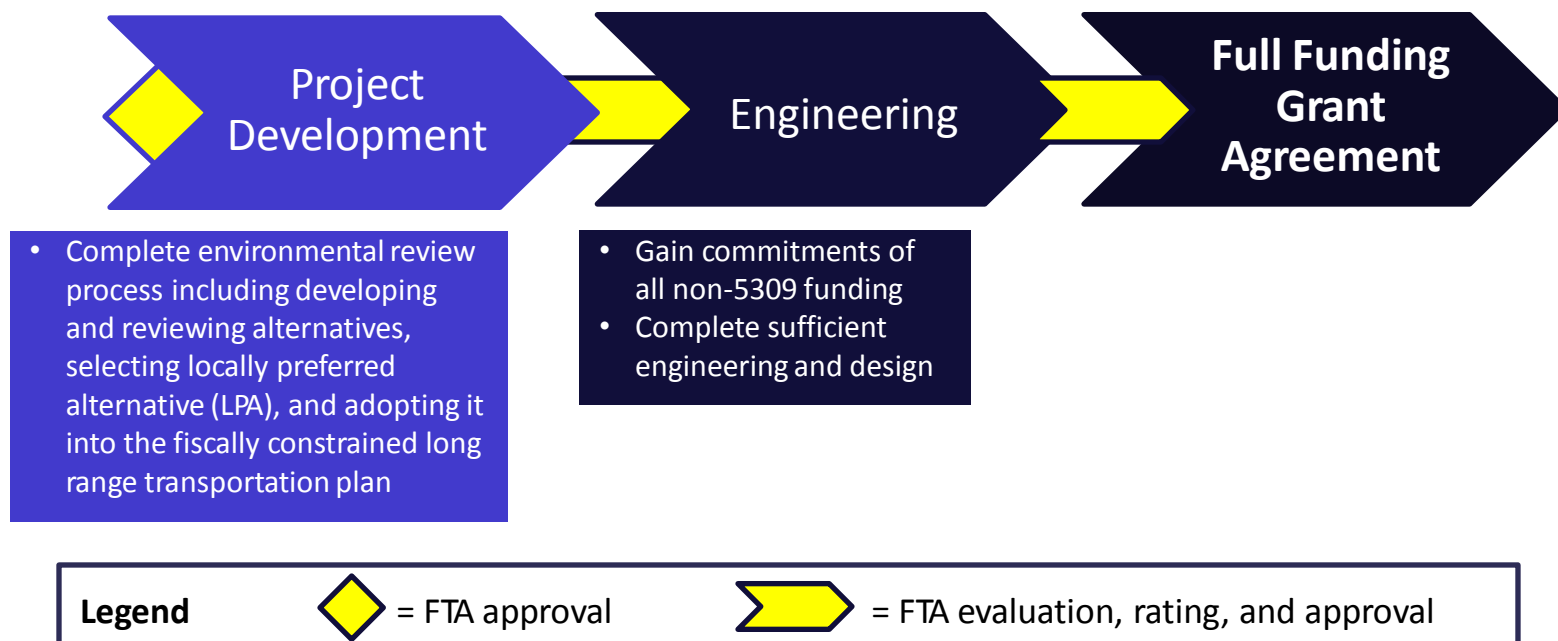


# MAP-21 Core Capacity Eligibility

- Substantial corridor-based investment in existing fixed guideway system
- Project must:
  - Be located in a corridor that is at or over capacity or will be in five years
  - Increase capacity by 10%
  - “not include project elements designed to maintain a state of good repair”



# MAP-21 Core Capacity Process





# MAP-21 Evaluation and Rating Criteria

Core Capacity	New Starts	Small Starts
<p>Project Justification:</p> <ul style="list-style-type: none"> <li>• mobility;</li> <li>• environmental benefits;</li> <li>• congestion relief;</li> <li>• economic development;</li> <li>• capacity needs of the corridor;</li> <li>• cost effectiveness (cost per trip)</li> </ul>	<p>Project Justification:</p> <ul style="list-style-type: none"> <li>• mobility;</li> <li>• environmental benefits;</li> <li>• congestion relief;</li> <li>• economic development;</li> <li>• land use;</li> <li>• cost effectiveness (cost per trip)</li> </ul>	<p>Project Justification:</p> <ul style="list-style-type: none"> <li>• mobility;</li> <li>• environmental benefits;</li> <li>• congestion relief;</li> <li>• economic development;</li> <li>• land use;</li> <li>• cost effectiveness (cost per trip)</li> </ul>
<p>Local financial commitment:</p> <ul style="list-style-type: none"> <li>• acceptable degree of local financial commitment including evidence of stable and dependable financing sources</li> </ul>	<p>Local financial commitment:</p> <ul style="list-style-type: none"> <li>• acceptable degree of local financial commitment including evidence of stable and dependable financing sources</li> </ul>	<p>Local financial commitment:</p> <ul style="list-style-type: none"> <li>• acceptable degree of local financial commitment including evidence of stable and dependable financing sources</li> </ul>



# Funding Recommendations

- FTA's decision to recommend a project for funding in the President's Budget is driven by a number of factors, including:
  - the “readiness” of the project for capital funding
  - the project's overall rating
  - geographic equity
  - the amount of available funds versus the number and size of the projects in the pipeline



# Receipt of Construction Funding

- To receive a construction grant agreement a project must:
  - Complete the Planning, Project Development, and Environmental Review Processes
  - Meet Project Readiness Requirements (technical capacity, firm and final cost estimate, all funding committed)
  - Receive a “Medium” or higher overall rating
  - Meet all other Federal Requirements





# TIGER Program

- Tiger Grants are discretionary and competitive
- USDOT has funded 342 TIGER projects across America since 2009 with an average project award of \$11,988,304
- Proposed projects must be for investment in road, rail, transit or port projects that meet or exceed national objectives



# TIGER Program

- FTA uses a rigorous merit based process to select innovative projects that detail exceptional benefits
- A minimum local match of 20% is required per project
- Project Sponsor's are encouraged to communicate with the Region One Office to discuss the TIGER application process





CONGRESSWOMAN

**ANN McLANE KUSTER**

*Proudly Serving New Hampshire's 2<sup>ND</sup> District*

# Thank you!

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